

## J. Bruce Ismay Tells in Whispers How He Escaped Death By Leaving Sinking Titanic in Lifeboat With Women

### QUIETLY MEN WAIT FOR CERTAIN DEATH AS SHIP GOES DOWN

No Lamentations From Heroes of the Sea as They Watch Last Lifeboat Leaving Vessel Bearing Those for Whom They Sacrificed Lives.

### SECOND OFFICER OF TITANIC TELLS STORY OF LAST MOMENTS

His Dramatic Narrative Is Given Quietly and Calmly, but to Hearers It Is Dramatic Tale of Heroism. Men "Stood Quietly as if They Were in Church" When They Knew That Few Moments Would Bring Death, and That They Had Parted Forever With Loved Ones They Had Helped in Lifeboats.

New York, April 19.—From a man of the sea, Charles W. Lightoller, second officer of the Titanic and senior surviving officer of the ship, there came to-day a narrative of what preceded the sinking of the Titanic, what happened while women were taken away in boats as brave men stood by, and what happened when the Titanic took her last dip. It was a story of heroism, told quietly and calmly. So dramatic was the story which was told at the investigation by the subcommittee of the United States Senate Committee on Commerce that word spread through the Waldorf-Astoria, and persons crowded the committee room, while those who heard the beginning of the story and had business elsewhere waited to hear the last sentence from Lightoller.

The second officer was on the Titanic when she made her turning tests and her trial trip. The turning tests, he said, lasted about five hours, and the trial trip about four hours. These tests were made in smooth water, and in fact the Titanic had not experienced any rough weather or seas in her brief career up to the time she hit the iceberg.

#### Stuck to Ship to the Last.

Lightoller actually stuck to the ship after having sent off boatloads of women until the water came up to his ankles. There had been no lamentations, no demonstrations either from the men passengers as they saw the last lifeboat leave the ship, and there was no waiting or crying, no outburst from the men who lined the ship's sides as she disappeared from the view of Lightoller. As he expressed it, the men, as they helped get women in the boats, "stood quietly as if they were in church." Only one man outside of seamen, about two to each boat, of the seven sent off by Lightoller was taken from the ship in his presence. That man, Colonel Peuchen, of Montreal, a brave man, Lightoller said, had been put in a boat by him because there wasn't a seaman handy.

As the ship settled swiftly, although after the collision Lightoller did not believe that there was any danger the second officer went the officers' quarters.

"The ship took a dive," he said without emotion. "I looked forward. I took a dive." He was sucked to the side of the ship against the grating over the blower for the exhaust. There was an explosion; at least he believes it was an explosion, though he is not certain. He was thrown to the surface of the water again, only to be sucked back by the water rushing into the ship. This time he landed at the grating over the pipes which furnish a draught for the funnels.

There was another explosion, and again he came to the surface not many feet away from the ship, he said, and on the other side of it, the ship having turned while he was under water.

Only once did Lightoller raise his voice perceptibly, and that was when he denied that there was any favoritism for the crew that mitigated against the chances of the escape of the passengers. Asked if he had been ordered by Captain Smith to send the women, and if he had done so, he said: "It is a rule of human nature."

#### Did Not Know Speed.

Lightoller said that he did not know what the maximum speed of the Titanic was. He had heard talking with officers and others that her speed was between twenty-one and a half and twenty-three knots, but he did not know that the Titanic had been put to her maximum speed. The builders, he said, had expected to get twenty-one knots out of her. As to the life-saving apparatus on board, Lightoller said that the Titanic was "perfectly complete."

She had fourteen lifeboats, two emergency boats, which were really lifeboats of a lighter type, and four collapsible canvas boats.

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J. BRUCE ISMAY...

### WILL NOT PERMIT THEM TO DEPART

Titanic Officers and Men Not Allowed Out of This Country's Jurisdiction.

New York, April 19.—The seriousness of the inquiry by the Senate investigating committee into the Titanic disaster was disclosed to-night, when Senator Smith, of Michigan, the chairman, at first flatly refused to let any of the officers or the 200-odd members of the crew of the sunken steamship get beyond the jurisdiction of the United States government. The men were all to have sailed to-morrow on the steamer Lapland. Later, it was settled that the greater part of the crew would be permitted to sail on this steamer, but that the twelve men and four officers among the survivors now under subpoena, together with Mr. Ismay, would not be allowed to depart. The first day's testimony brought to the front the apparent conclusion that the biggest ship which was ever built, "a lifeboat in itself," according to the views of modern shipbuilders, sank in mid-ocean with more than 1,500 human beings because she was being rushed across the ocean almost at top speed and crashed into a field of icebergs after warnings had been given to look out.

Why Many Were Lost. That so few were saved from watery graves was because there were not enough lifeboats on board to accommodate the passengers. There were only twenty lifeboats, because the Titanic was believed to be unsinkable.

This state of affairs appeared after the committee had examined J. Bruce Ismay, managing director of the White Star Line; Arthur Henry Ro-

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### TAKE SURVIVORS FROM LIFEBOATS

Captain Rostron, of the Carpathia, Tells of Saving Titanic Passengers.

New York, April 19.—Captain Rostron, of the Carpathia, which rescued the survivors of the Titanic, in his testimony before the United States Senate investigating committee, to-day gave the following account of his response to the S. O. S. appeal for help:

"We left New York April 11," said Captain Rostron, "and up to Sunday midnight had fine, clear weather. At 12:35 o'clock Monday morning I was informed by our wireless operator of message that had come from the Titanic. The operator told the first junior officer, and he and the operator put their heads in my doorway and told me. I had just turned in. The message that had come from the Titanic gave her position as latitude 41 degrees 46 minutes north, longitude 50 degrees 14 minutes west. I cannot give at the moment our exact location. The New York time of the receipt of the distress signal was exactly 10:45 P. M. Sunday.

(This accounts for the apparent discrepancy between the times reported by wireless for the sinking of the Titanic and that reported by the passengers.)

I immediately gave orders to turn the ship. I asked our operator twice if he was absolutely certain as to the origin of the distress message, and upon receiving assurance, picked up a point on our course, and set a course

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### VISIBLY NERVOUS ON WITNESS STAND

J. Bruce Ismay Tells His Story to Senate Investigating Committee.

New York, April 19.—When asked at the meeting of the committee of Senators investigating the Titanic disaster to-day, the circumstances under which he left the boat, J. Bruce Ismay, managing director of the White Star Line, replied almost in a whisper: "One of the boats was being filled. Officers called out to know if there were any more women to go. There were none. No passengers were on the deck. As the boat was being lowered I got into it."

Adjusting his cuffs, Mr. Ismay was visibly nervous when he took the stand. He gave his age as fifty years. In response to a few formal questions, he said he sailed as a voluntary passenger on the Titanic.

Court's Full Inquiry. "First, I wish to say that I court the fullest inquiry," said Mr. Ismay. "This awful catastrophe, I must say at the outset, I greatly deplore. We have nothing to conceal, nothing to hide."

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### DRAGGED FROM HIS LIPS THAT VESSEL WAS BEING SPEEDED

White Star Liner Was Making 26 1/2 Miles an Hour When She Struck Iceberg Which Sent Her and More Than 1,500 Human Lives to Destruction.

### HE APPEARS AS A WITNESS BEFORE COMMITTEE OF SENATE

Nervously, Managing Director of Company Gives His Version of Marine Horror, Saying That He Did Not Take to Boat Until Told There Were No More Women on Deck—Captain of Carpathia Is in Tears as He Relates How His Vessel Rescued Part of Titanic's Passengers.

New York, April 19.—The living cared for, the dead beyond recall, survivors of the Titanic disaster were able for the first time to-day to see in calmer retrospect Monday's tragedy of the North Atlantic, and from their more normal utterances there is slowly unfolding the full story of how the great White Star liner, her band playing to the last, sank off the Grand Banks with more than 1,500 souls aboard.

From the Countess of Rothes, now quartered luxuriously in a New York hotel, to the six Chinese coolies who escaped by hiding under the lifeboat seats, all have been provided with food and clothing, and others, some immigrants and millionaires, are on their way home—to England, the continent or distant parts of the United States. Many, however—and of these the hospitals shelter scores—still remain in New York, where the Cunard liner Carpathia brought them last night.

#### Little Change in Death List.

Even after all that has been told of the disaster, the death list remains approximately the same. Last night's total estimate was 1,595; to-day the White Star Line issued a statement placing the total at 1,635. Exactly how many died will never be known. It has been established officially, however, that the Titanic was traveling twenty-one knots an hour when she struck the iceberg. Notwithstanding this, however, none of the survivors, from steerage to saloon, has yet condemned Captain Smith, who went down with his ship.

The Titanic's rate of speed, which was approximately twenty-six and a half land miles, was brought out to-day from the lips of J. Bruce Ismay, president of the International Mercantile Marine and managing director of the White Star Line, who appeared as a witness before the United States Senate committee which is investigating the disaster. Nervous, but not in tears, as Captain Rostron, of the Carpathia, who followed him on the stand, Mr. Ismay told in whispers of his escape from the sinking liner, from the time he pushed away in a boat with the women until he found himself, clad in his pajamas, aboard the Carpathia. He was not sure in just what boat he left the Titanic, nor was he sure how long he remained on the liner after she struck. He added, however, that before he entered a lifeboat he had been told that there were no more women on the deck; and he denied that there had been any censoring of messages from the Carpathia. Other witnesses, including Captain Rostron, bore him out in this, with the explanation that the lone wireless operator on the rescue ship, swamped with personal messages, was unable to send matter for the press. Interest second only to the tales of the survivors centered upon Mr. Ismay's recital. In Washington Senator Rayner, of Maryland, bitterly arraigned him before the Senate, and expressed the hope that this country might rely upon British justice "to bring to bay the guilty directorate of this company."

#### No Blame Attaches to Captain Smith.

From Washington also came the opinion of expert naval hydrographers that no blame should attach to Captain Smith, because, as they contend, analysis of ocean charts has shown that the skipper, warned of the presence of icebergs had steered the Titanic fully sixty miles southward from the regular course. In spite of this caution the mass of ice was struck, and as a preventive of similar disasters the hydrographic office in New York issued to-night an order shifting the lanes of transatlantic liners 180 miles southward from the path which the Titanic followed.

After giving his testimony before the Senate committee, Captain Rostron, of the Carpathia, took charge of his ship, which departed late to-day for the Mediterranean. The vessel had been hur-

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